





## NOTICES TO CONSIGNEES.

## COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. "ANADYR."

## NOTICE.

CONSIGNEES of Cargo per S. S. *Mercator* and *Ganges*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before 1 o'clock To-day, the 2nd Instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after Friday, the 9th Instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUEY, Agent.

Hongkong, November 2, 1877. no9

## NOTICE TO CONSIGNEES.

P. & O. S. N. Co.'s S. S. *Gwalior* and *Poonah*.

CONSIGNEES of Cargo by the above-named Vessels, from London, Bombay and Intermediate Ports, and in connection with the Steamer *BOHARA* from Calcutta, are hereby informed that their Goods are being landed and stored at their risk in the Company's Godowns, at West Point, whence delivery can be obtained from this date.

Goods not delivered by the 12th Instant will be subject to rent.

ADAM LIND, Superintendent.

Hongkong, November 5, 1877. no10

FROM LONDON AND SINGAPORE.

THE S. S. *Glenlyon* having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk and stored in the Godowns of the Undersigned, whence and/or from the Wharf or Boats delivery may be obtained.

Optional Cargo will be forwarded to Shanghai, unless notice to the contrary is given before 2 p.m. To-day.

Cargo remaining undelivered after the 12th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co.

Hongkong, November 5, 1877. no12

## NOTICE TO CONSIGNEES.

FROM LONDON, LIVERPOOL, BOMBAY AND SINGAPORE.

THE "Imman" S. S. *City of Limerick* having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk and stored in the Godowns of the Undersigned, whence and/or from the Wharf or Boats delivery may be obtained.

Optional Cargo will be forwarded to Shanghai, unless notice to the contrary is given before 1 p.m. To-day.

Cargo remaining undelivered after the 12th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned after Consignees have signed the Average Bond by

BIRLEY &amp; Co., Agents.

Hongkong, November 2, 1877. no12

BRITISH BARQUE *ELMSTONE*, FROM LONDON.

CONSIGNEES of Cargo per above Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery of their Goods.

Cargo impeding discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK &amp; Co., Agents.

Hongkong, October 19, 1877.

BARQUE *STRATHMORE*, FROM KURRAOCH.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK &amp; Co., Agents.

Hongkong, October 22, 1877.

BRITISH BARQUE *MELBREE*, FROM LONDON.

CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBURG &amp; Co., Agents.

Hongkong, October 15, 1877.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

Catzenstern, American ship, Captain W. Lull.—Stensen & Co.

Alphington, British barque, Captain G. Cunningham.—Wielor & Co.

Chatterton, British ship, Captain E. Shrewsbury.—Wielor & Co.

Fernandez, British steamer, Capt. J. H. von Bergen.—Chinese.

Colorado, American ship, Captain Ingraham.—Russell & Co.

Kate Christie, British barque, Captain James Wilson.—Melhuys & Co.

Bromhall, British ship, Captain H. Bates.—Russell & Co.

Jacuzzi, Dutch brig, Captain Dirksen.—Stensen & Co.

Charles Oas, American ship, Captain Staples.—Jardine, Matheson & Co.

Rajasthanwar, British ship, Captain Hopkins.—Suen Fat Hong.

## Intimations.

## Volume Sixth of the "CHINA REVIEW."

Now Ready.

No. II.—Vol. VI.

—OF THE—

## "CHINA REVIEW" CONTAINS—

The Rhymes of the Shik-ling.

Brief Sketches from the Life of K'ung-ming.

(Continued from Vol. V, page 387).

The Wild Silk-worms of the Province of Shantung.

Notes on Chinese Grammar (Continued from Vol. V, page 389).

Geographical Notes on the Province of Kiangsi.

Translations of Chinese School-books.

Short Notices of New Books and Literary Intelligence.

Notes and Queries:—

Bankruptcy in China.

The Share taken by Chinese and Bannermen Respectively in the Government of China.

Laws of Sale amongst the Chinese.

Studies in Words.—Roots Meaning One.

The Character of Chinese Antiquity.

Shin versus Shanghai.

A Chinese Primer.

A Rare Manchu Code.

Were Yao and Shun Historical Persons?

Native Literature on Chinese Porcelain.

Books Wanted, Exchanges, &amp;c.

China Mail Office,

Hongkong, October 31, 1877.

## To-day's Advertisements.

FOR SINGAPORE, BRISBANE, SYDNEY &amp; MELBOURNE.

(Calling off the usual Coast Ports to land Mails and Passengers.)

The Eastern and Australian Mail Steam Co.'s S.S. "BOYEN"

will be despatched as above on FRIDAY, the 9th Instant, at Noon.

For Freight or Passage, apply to GIBB, LIVINGSTON &amp; Co.

Hongkong, November 8, 1877. no9

FOR SHANGHAI.

The Steamship "AMOI."

G. H. Darwen, Master, will be despatched for the above Port TO-MORROW, Friday, the 9th Instant, at 5 p.m.

For Freight or Passage, apply to STEPHENSON &amp; Co.

Hongkong, November 8, 1877. no9

FOR MANILA.

The Spanish Steamer "EMUY."

Capt. BLANCO, will be despatched for the above Port on SATURDAY, the 10th Instant, at Noon.

For Freight or Passage, apply to REMEDIOS &amp; Co.

Hongkong, November 8, 1877. no10

ST. ANDREW'S BAIL.

To be Held in the CITY HALL on FRIDAY EVENING, the 30th November.

Subscription Lists are to be seen at the HONGKONG CLUB, and with Messrs GEO. FALCONER &amp; Co. and Messrs LANE, CRAWFORD &amp; Co.

The Lists will be closed on the 25th Instant.

Hongkong, November 8, 1877. no26

## SHIPPING.

## ARRIVALS.

Nov. 7, *Horse*, British ship, 1127, J. L. Wadley, Liverpool July 11, Coal.—P. & O. S. N. Co.Nov. 7, *Clara*, British ship, 386, Chalmers, Cardiff June 21, Coals.—ARNOLD, KARBURG & Co.Nov. 8, *Samos*, American schooner, 395, Bryant, Newchwang Oct. 24, Beans.—RUSSELL & Co.Nov. 8, *Norma*, British steamer, 606, Walker, Swatow Nov. 7, General.—KWON ACHONG.Nov. 8, H.M.S. *Moorehen*, from Canton.Nov. 8, *Yesso*, British steamer, 559, Ashton, Foochow Nov. 4, Amoy & Swatow 7, Tea and General.—DOUGLAS LAPRAIK & Co.Nov. 8, *Pacific*, German steamer, Peterson, from a trial trip.Nov. 8, *Rosa Boettcher*, German barque, Schultze, Newchwang Oct. 25, Beans.—WM. PUGH & Co.Nov. 8, *St. Ides*, French barque, 338, Durand, Newchwang Oct. 25, Beans.—CARLOWITZ & Co.Nov. 8, *Gustav & Marie*, German ship, 354, Bührack, Newchwang Oct. 27, Beans.—WIELOR & Co.Nov. 8, *Strathavry*, British steamer, 1293, Cascock, Nagasaki Nov. 8, Coals and General.—GIBB, LIVINGSTON & Co.Nov. 8, *Le Hugon*, French man-of-war, 1245, M. Galabre, Singapore Oct. 30.Nov. 8, *Presto*, British barque, 684, T. Laidman, Chefoo Nov. 1, General.—MEYER & Co.

## DEPARTURES.

Nov. 8, *Malacca*, for Yokohama.8, *Rosa Boettcher*, for Whampoa.8, *Nisam*, for Europe, &c.8, *Oceanic*, for Yokohama and San Francisco.8, *Oceanic*, for Singapore and Penang.8, *Darra*, for Cebu.

## OLBARD.

Marie Charlotte, for Saigon.

Lord Macaulay, for Hamburg.

Amboto, for Shanghai.

Cham n Kamry, for Bangkok.

Dauphin, for Haiphong.

Woodville, for London.

PASSENGERS.

ARRIVED.

Per *Norma*, from Swatow, 150 Chinese.Per *Yesso*, from Coast Ports, 40 Chinese.Per *Strathavry*, from Nagasaki, 3 Europeans, and 1 Chinese.

DEPARTED.

Per *Nisam*, for Shanghai, for South

suppon, Capt. Ripplinger, 40, Messrs W.

G. Jackson and D. E. Banks; for Brindisi, Messrs J. P. Treason and S. P. Sanbourn. From Hongkong: for Southampton, Admiral A. P. Ryder, Capt. P. B. Colomb, a.s., Flag-Lieut. Graves, T. H. L. Bowley, a.s., Surg. H. B. Collins, a.s., Mr and Mrs Cornaby, 3 children and n. f. servant; Messrs E. H. Banks, J. Bramble and 2 Euro. servants, and R. Hall; for Venice, Mr G. O. Scott; for Bombay, 1 Gun-Lascar; for Singapore, Private R. Buck, a.s., J. Jos. Felton, a.s., Prof. Vanek and Son, and 2 Chinese; for Aden, 2 Chinese.

Per *Oceanic*, for San Francisco, &c., 3 Europeans, and 147 Chinese.

Per *Oceanic*, for Singapore, &c., 297 Chinese.

To DEPART.

Per *Dauphin*, for Haiphong, 1 Chinese.

## SHIPPING REPORTS.

The German ship *Gustav & Marie* reports: First part southerly winds for three days, then moderate northerly to Hsiaoan Island, afterwards S.W. winds for 12 hours, and remainder of passage moderate N.E. winds to arrival.

The British steamer *Strathavry* reports: Fresh N.E. winds and thick weather throughout the passage.

The American schooner *Samos* reports: Strong winds to Lat. of Shanghai, thence calms and N.E. winds to port.

The British steamer *Yesso* reports: Foochow to Amoy and Swatow fresh monsoon and cloudy; Swatow to Hongkong moderate monsoon and overcast with light mist from Single Island. In Foochow—Mrs. Egerton and *Glaucus*. In Amoy—Mrs. Nelson. In Swatow—Steamers *Finch* and *Norma*.

Passed four steamers between Swatow and Hongkong.

The British barque *Presto* reports: Sailed from Chefoo at 1 a.m., wind from S.W. to S.E. and fine weather until off the Sables on the 4th, and then heavy rain, wind came from N.W.W. and continued heavy gale with dark cloudy weather and constant rain and heavy sea running until off Turbabout on the 6th. Since when had fine weather and moderate monsoon to port.

China Mail Office, Hongkong, October 31, 1877.

## To-day's Advertisements.

FOR SINGAPORE, BRISBANE, SYDNEY &amp; MELBOURNE.

(Calling off the usual Coast Ports to land Mails and Passengers.)

The Eastern and Australian Mail Steam Co.'s S.S. "BOYEN"

will be despatched as above on FRIDAY, the 9th Instant, at Noon.

For Freight or Passage, apply to GIBB, LIVINGSTON &amp; Co.

Hongkong, November 8, 1877. no9

FOR SHANGHAI.

The Steamship "AMOI."

G. H. Darwen, Master, will be despatched for the above Port TO-MORROW, Friday, the 9th Instant, at 5 p.m.

For Freight or Passage, apply to STEPHENSON &amp; Co.

Hongkong, November 8, 1877. no9

FOR MANILA.

The Spanish Steamer "EMUY."

Capt. BLANCO, will be despatched for the above Port on SATURDAY, the 10th Instant, at Noon.

For Freight or Passage, apply to REMEDIOS &amp; Co.

Hongkong, November 8, 1877. no10

ST. ANDREW'S BAIL.

To be Held in the CITY HALL on FRIDAY EVENING, the 30th November.

Subscription Lists are to be seen at the HONGKONG CLUB, and with Messrs GEO. FALCONER &amp; Co. and Messrs LANE, CRAWFORD &amp; Co.

The Lists will be closed on the 25th Instant.

Hongkong, November 8, 1877. no26

## SHIPPING.

## ARRIVALS.

Nov. 7, *Horse*, British ship, 1127, J. L. Wadley, Liverpool July 11, Coal.—P. & O. S. N. Co.Nov. 7, *Clara*, British ship, 386, Chalmers, Cardiff June 21, Coals.—ARNOLD, KARBURG & Co.Nov. 8, *Samos*, American schooner, 395, Bryant, Newchwang Oct. 24, Beans.—RUSSELL & Co.Nov. 8, *Norma*, British steamer, 606, Walker, Swatow Nov. 7, General.—KWON ACHONG.Nov. 8, H.M.S. *Moorehen*, from Canton.Nov. 8, *Yesso*, British steamer, 559, Ashton, Foochow Nov. 4, Amoy & Swatow 7, Tea and General.—DOUGLAS LAPRAIK & Co.Nov. 8, *Pacific*, German steamer, Peterson, from a trial trip.Nov. 8, *Rosa Boettcher*, German barque, Schultze, Newchwang Oct. 25, Beans.—WM. PUGH & Co.Nov. 8, *St. Ides*, French barque, 338, Durand, Newchwang Oct. 25, Beans.—CARLOWITZ & Co.Nov. 8, *Gustav & Marie*, German ship, 354, Bührack, Newchwang Oct. 27, Beans.—WIELOR & Co.Nov. 8, *Strathavry*, British steamer, 1293, Cascock, Nagasaki Nov. 8, Coals and General.—GIBB, LIVINGSTON & Co.Nov. 8, *Le Hugon*, French man-of-war, 1245, M. Galabre, Singapore Oct. 30.Nov. 8, *Presto*, British barque, 684, T. Laidman, Chefoo Nov. 1, General.—MEYER & Co.

## DEPARTURES.

Nov. 8, *Malacca*, for Yokohama.8, *Rosa Boettcher*, for Whampoa.8, *Nisam*, for Europe, &c.8, *Oceanic*, for Yokohama and San Francisco.8, *Oceanic*, for Singapore and Penang.8, *Darra*, for Cebu.

## OLBARD.

Marie Charlotte, for Saigon.

Lord Macaulay, for Hamburg.

Amboto, for Shanghai.

Cham n Kamry, for Bangkok.

Dauphin, for Haiphong.

Woodville, for London.

## PASSENGERS.

ARRIVED.

Per *Norma*, from Swatow, 150 Chinese.Per *Yesso*, from Coast Ports, 40 Chinese.Per *Strathavry*, from Nagasaki, 3 Europeans, and 1 Chinese.

DEPARTED.

Per *Nisam*, for Shanghai, for South

suppon, Capt. Ripplinger, 40, Messrs W.

## THE HONGKONG DISPENSARY.

Established A.D. 1841.

## 香港大藥房

A. S. WATSON &amp; Co.

FAMILY &amp; DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF

DRUGGISTS' Sundries, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT

MEDICINES.

MANUFACTURERS

OF

Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 7.30 p.m.

## THE CHINA MAIL.

HONGKONG, THURSDAY, NOV. 8, 1877.

The *Anti-Slavery Reporter* for September publishes the outline of a prospectus for the formation of a Company at Havana for obtaining a renewal of Chinese immigration into Cuba. The *Reporter* also states that half the capital, or \$1,000,000, was subscribed at the meeting at which the prospectus was approved, and thinks that, as Cuban gold is all-powerful at Madrid, it may be supposed that no difficulty will be found in inducing the Spanish Government to support the scheme. That the Chinese Government will listen to the proposals, however, our contemporary does not feel so well assured. After the receipt of the report of the Commission sent out by the Chinese Government to ascertain the condition of the Chinese coolies in Cuba, the Peking authorities steadily set their faces against further emigration in that direction, their obstructive action in the matter nearly involving them in a serious quarrel with Spain. At the present time, however, promises and professions of bona fides from Madrid, have somewhat modified this hostility, and now, we believe, arrangements are being made at Peking for a resumption of the Cuban emigration, one of the best guarantees proposed for the better treatment of the immigrants in future being the despatch of a Chinese Consul to Havana. It is questionable, however, if emigration to Cuba will ever again become very popular in China, for steps were taken on the publication of the report of the Commission, to make the masses of the people in the country well acquainted with the vile treatment to which their countrymen in the Island had been subjected. Even a recent number of the *China Review* contained a notice of an illustrated Chinese book, which, under the title of "Living Hells" gave a description of the cruelties and abuses, some



Europe, from Shanghai; 2, Hsi Loong, from Tamsui; 3, Egeria, from Shanghai. Departures During the Week.—Oct. 23, Europe, for Shanghai; 28, Fel Ho, for Tamsui; 30, Wyo, for London; 30, Tah Yew, for Shanghai; 31, Namos, for Hongkong; Nov. 1, Countess of Errol, for Colonies; 2, Hal Loong, for Amoy. Shipping in Port.—Fel Ho, Jerusalem, Wandering Minstrel, China, Ling Feng, Europe, Egeria.

### Police Intelligence.

(Before Hon. C. May.)  
Nov. 8th, 1877.

#### PUBLIC GAMBLING.

Chiu Aing and eleven others were brought up for gambling in No. 7, Nullah Street, Wanchai. The house was entered by Sergeant Tommy on a warrant issued by the Acting Captain Superintendent of Police. The 12th defendant was a Policeman, No. 104, named Abdul Russah. At first he was thought to be one of the Police party who went to arrest the gamblers, but it turned out that he was one of the gamblers.—The Magistrate fined all the defendants \$10 each except the 12th, who was ordered to pay \$50, or three months' hard labour. The same defendant was brought up for a breach of Police discipline in going to a gambling house. The Magistrate again fined him \$200 (full penalty) for misconduct as a Police Constable for being found in a gambling house against direct rule, in default to be imprisoned for six months with hard labour to commence at expiration of first sentence.

#### LARCENY.

Cheung Akow, a hawker, was charged with stealing a chair from No. 23 Lyndhurst Terrace, the property of Mohamed Ali, a draper. The prisoner had been convicted before of felony, and was therefore committed now for trial at the Supreme Court.

#### A WARNING.

Lum Ahee, a chair-cooler, was charged by Inspector McKinney with using indecent language. Complainant, who reads and writes Chinese, was walking in Caine Road out of uniform, when he saw the defendant and another man carrying a chair in which there were two young European children. The children played about in the chair, and the defendant told them to stop, but they continued, when he defendant abused them in the most filthy language in Chinese. An Amah passed by and asked the defendant why he used such bad language. Inspector McKinney then took him into custody.—The defendant said he was swearing at his comrade who would not walk fast enough. Fined \$5, or 3 months' hard labour.

#### LARCENY.

Leong Aving, a coolie, was sent to six months' hard labour for stealing a jacket and two pairs of trousers from a Chinese Hong in Wing Lok Street.

#### DANGEROUS WEAPONS.

Chung Kum Foo, a stonecutter, was charged by P. C. Butler with having in his possession a dagger. He was walking on the road from Mah-tow-chong to Chinese Kowloon. Remanded till the 12th inst.

### SUPREME COURT.

#### IN CRIMINAL SESSIONS.

(Before the Hon. the Chief Justice, Sir John SMALL.)  
8th November, 1877.

Before the regular business of the Court was proceeded with, His Lordship made the following remarks in reference to a child-stealing case, which had been heard before the Court at the Sessions.

The Chief Justice, having taken his seat in Court, called for Chan Kam Tsai of Pak Tong Street, Canton, and thus addressed him:—

Chan Kam Tsai.—It appeared on the trial in this Court before me on the 22nd of October last of Wong Afat for stealing a male child, a boy of 6 years of age, in Hongkong and taking him to Canton, that the prisoner Wong Afat brought the child to your house on the 9th of September last, that on their stay with you, you, on the 18th of September, ascertained from the child that the prisoner had kidnapped him. You very properly made the crime known to the community and the Telo of your district, by the Telo's directions you secured and kept Wong Afat a prisoner in your house, and you came to Hongkong, found the parents of the child and took them to Canton, where you restored the child to them. You then, encouraged by the Telo, brought the prisoner to this Colony without promise of reward, and by your straight-forward testimony you greatly aided in securing the conviction of Wong Afat of his detestable crime. He will be very severely punished, and you and the Telo and your neighbours will have the satisfaction of having contributed to so desirable a result.

It is with much satisfaction that I acknowledge the great courtesy of the Telo; I am sure that the Government of this Colony will be always ready to assist in securing for punishment offenders in China. Thus it is to be hoped that crime in both countries will be more and more suppressed. The Honorable the Attorney General, at my request, made known to His Excellency the Governor of Hongkong the good offices of the Telo, and your meritorious conduct. Although you are not entitled to any reward, His Excellency desiring to show his appreciation of the conduct of the Telo and his approbation of your conduct, has requested me to present \$20, to you.

I now therefore with much satisfaction direct the Registrar to hand \$20 to you.

#### OBTAINING GOODS UNDER FALSE PRETEXTS.

Regina v. G. H. Hamilton.

The prisoner was indicted for obtaining goods by false pretences from Mr. Frederick Ross on the 27th September last.

The following Jury was empanelled: Messrs C. A. Kimbuck, J. Noble, W. B. Spratt, Wm. Mann, A. E. Cope, and G. Dox Remond.

The prisoner pleaded not guilty. The Attorney General, the Hon. G. Philippo, instructed by Mr. Johnson, appeared for the prosecution.

The facts were these. The prisoner went to Messrs. Ross & Co.'s and ordered a quantity of goods, such as shirts, handkerchiefs, &c., to the value of \$50, representing that he was 2nd engine of the steamer *Amoy*, and that he was there in anticipation of his ship because the *Amoy* was to be in a fortnight. There were about 2000 of these

similar character against the prisoner, and witnesses in each were called to prove the pretences alleged to have been used to them.

When the prosecution was brought to a close, the prisoner asked permission of the Court to allow the Registrar to read for him the written defence he had prepared.

At this stage the Hon. G. Philippo asked to be excused, as he had to attend a meeting of the Executive Council.

His Lordship considered that the Executive Council took precedence over this Court, and he therefore adjourned the case till to-morrow, at 10 a.m.

### China.

(Herald, Nov. 1st.)

The Customs cruiser *Ling Feng* arrived at Pagoda Anchorage yesterday, from Shanghai. It is expected that she will return to that port in a few days.

At a meeting held at the Poochow Club on the evening of 26th ultimo, it was decided to establish a Lawn Tennis Club. A Committee was formed, with power to frame rules and bye-laws, in addition to preparing an estimate of preliminary and other expenses for the current year.

The Annual General Meeting of Shareholders in the Poochow Ice Company will be held at the offices of Messrs. Gilman & Co., on Wednesday next, the 7th instant, when the accounts will be presented, and a resolution brought forward to dissolve the Company as early as practicable.

It is rumoured amongst the Chinese that, in consequence of numerous national calamities of late, such as famine, floods, and pestilence, the youthful Emperor has been obliged to change his dynastic title, and thereby appease the wrath of the gods, who, it is argued, must be displeased with the reigning title of his Celestial Majesty.

The Tartar Camp will be available for training for the winter meeting from to-morrow, the 8th instant, having been finally placed at the service of the Race Club by the Governor General and Acting Manchu General-in-Chief. As the race are not expected to take place before the first or second week in January, ample time for preparation is provided. An unusual number of griffins are, we believe, expected.

We understand that the six gunboats of the *Alpha* class, at present attached to the *Minotaur* Arsenal Fleet, went out for gun practice yesterday. Hitherto, the crews have not had many opportunities of distinguishing themselves as marine artillerymen; we trust however, that their newborn activity will not result in any fatal accident. These 38-ton guns really require very careful handling, and the directors of the "infant navy" do not apparently believe in modern surgery or surgical appliances.

On Friday evening last, the 26th ultimo, a large fire broke out in the south-eastern suburb. About sixty houses were destroyed, but fortunately there was no loss of human life. The usual amount of looting prevailed, though the booty was of trifling value, the district being a poor one. It is strange that, in view of the frequency of fires, especially at the season, the native officials should do little or nothing towards checking the thievish propensities of the rabble.

### GRAND NATIVE FUNERAL PROCESSION AT SHANGHAI.

It is long since Shanghai has witnessed such a procession as passed through its streets to-day. The occasion was the funeral of the wife of General Kwoh Tan-meh, who died we are informed, some two months ago. It was a strange mixture of poverty and splendour—the sham and the real. As to solemnity there was nothing of the kind connected with it; and anything less like a funeral cortege it would be hard to imagine. It was led by a dirty looking lot of figures such as accompany the Taoist on ordinary occasions, with boy minstrels playing on flutes and tapping diminutive drums and saucer-like metal discs; then came some tawdry creatures dressed (literally) in some old stage garments, with painted faces, and tinsel adornments; after them came a number of coolies dressed in the dirty rag of yamen runners, each bearing a red board with Chinese characters on it, describing the offices heretofore held by the great man whose wife the deceased was. There must have been at least fifty of these. Next came a few mounted men, and following them, about thirty of the Chinese braves, with formidable-looking sword-blades stuck in long handles—big, powerful looking fellows, whom one could hardly help pitying in having to carry such instruments in these days. After them came a number of men carrying implements that must have been insignia of office, but very much more respectable looking than the men who carry such things in the usual processions to which we are accustomed. Then came some chairs, gaily paper-covered affairs—one containing a paper box, another a splendid wedding garment with head-dress and all complete, empty—but seated up in the chair as if it were occupied. More and superior musicians; and then about two hundred soldiers, in Chinese uniform, but carrying rifles and fixed bayonets. They walked long abreast—but without any pretence of marching or of discipline. The flags descriptive of the high family of the deceased and her virtues came next; then a number of priests commencing with a very seedy looking lot, two and two, in front, then some more finely robed, then better still, and finally one, who was, we think, intended to be magnificent. Not came a few respectable looking gentlemen, and then the mourners in white—amongst whom was a youth, about 14 years old, in sackcloth, supported by two persons in white, who directed his every movement. Then the rich, but very gaudy, canopy borne with the coffin, which was of such weight that it required eighty men to carry it through the streets; a few sedan-chairs, containing ladies, and junks conveying gentlemen who were in some sort engaged in the ceremonies, brought up the rear. We did not see whence the procession came. It passed through Kiangse Road, turned down Hankow Road to the Bund, then round by the Custom House over the Yang-king-pang bridge, and so to the steamer *Kwangchow*, on board of which the coffin, wrapped in thickly red-dyed cotton cloth, was received for conveyance to the family graves in Homan. The soldiers lined the French band on both sides, to let the more important portion of the procession pass through. At the point of turning from the street on to the pontoon, two stands were placed with offerings of fowls, fruits, &c., etc., to which several of the gentlemen made genuflections, the youth who was chief mourner making genuflections to each of them ere he rose, in token of gratitude. On the platform leading to the

steamer, also, which was lined by these gentlemen, he went down on his knees and bowed his head to the earth before each, they doing the same to him. The ladies were conveyed in their chairs right into the ship, and the coffin was taken on to the pontoon in its covering. This was but a few minutes' work on a strong floor, covered with fine drapery and much ornamented. A dragon's head in front and tall behind gave a kind of finish to it, and it was surrounded by a tawdry paper or muslin crane. All this being removed, the coffin itself, unwrapped as before described, was conveyed into the steamer; and it was as much as thirty men could do to lift and carry it. The whole being now completed, the procession broke up; the soldiers, preceded by two trumpeters, (each with an instrument, like an old-fashioned post horn, but between 4 and 5 feet long, and only producing one most melancholy note,) marching away to their barracks.—*Continued.*

### REVIEW.

(From China Review No. 2 Vol. 6.)

*The Treaties between the Empire of China and Foreign Powers, together with the Regulations for the conduct of Foreign Trade, etc., etc.* 1877. Edited by William Frederick Meyer, Chinese Secretary to Her Majesty's Legation at Peking. Shanghai: North-China Herald Office.

The editor of the collection of Treaties before us, states that the work was undertaken to supply a requirement long expressed and widely recognised, but he does not inform us by what class this want has been felt. If he alludes to the cosmopolitan communities at the different Treaty ports in China, we fear that the want expressed would be regarded by many as very inadequately supplied in the volume just issued, inasmuch as Austrians, Belgians, Italians, Spaniards and Danes, instead of having an unbridged version of their respective Treaties supplied to them in their mother tongue, are presented with a mere skeleton of these instruments, for the most part rendered in English, and without an original version placed in juxtaposition for their guidance.

We are told that the condensation, in which the editor has indulged so freely, was adopted because it is well known that the Treaties signed since 1860 have been based upon the British and French Treaties of 1860; but this information affords little satisfaction to the purchaser of the volume who may require the precise language used in such and such an article of such and such a Treaty. Instead of finding what he requires, he would learn, for instance, that Art. VII. of the Spanish Treaty is the same as the 20th Article of the British Treaty, for the Spanish version of which he is left to search where best he can.

This unsparing condensation, in our opinion, is a serious fault, but does not, necessarily, detract from the value of the book. Treaties and conventions are, as a rule, used as text books; and when referred to, it is generally with a view to quoting the exact language used by the contracting Powers, for which purpose the present volume will be found most inconvenient if not useless, as one must first look up the reference given, and then translate it into English, which Treaty, (p. 9, 171) as given in the volume before us, is a veritable mass of references, not a single article being intact, and, therefore, useless for purposes of quotation. Indeed, we pity the unfortunate Italian who seeks to gain a knowledge of his Treaty rights from this work. He will find the preamble in Italian, but to learn the rest of the text he must dive into the Danish, French and British Treaties before he can ascertain the nature of the engagements entered into between his country and China.

The preface informs us that no attempt has been made to bring together the various Treaties and Regulations which have been made during the last sixteen or seventeen years. Surely the learned editor is acquainted with Dr. Williams' Chinese Commercial Guide (6th Edition 1863) in which book the British, French, American, and Russian Treaties of Tientsin, with the Chinese text of the former, together with the Tariff and Yangtze Regulations are to be found. Those four Treaties are now reproduced; but as we have only the headings and fragments of those concluded since 1863, all of which we are told are based upon those of 1860, and to which we are referred, we do not see that any great improvement has been made upon the Doctor's work. Much labour and space might have been saved, since utility has been sacrificed to save space—by briefly informing us that the nationals of other Treaty Powers participate in all the rights, privileges and immunities accorded to Great Britain, France, and the United States, which, in fact, is about all the reader will glean from a perusal of the Treaties in the collection that have been subjected to such unmerciful condensation.

Another useful compilation has also been overlooked, namely the Regulations of the Chinese Maritime Customs, published in 1864 by the late Mr. Thomas Dink, then Commissioner of Customs at Shanghai. Although entitled Regulations, &c., the work is in reality a collection of all the Articles in the British, French, and American Treaties affecting trade, systematically arranged so as to show the Treaty Clauses upon which the Customs Rules are framed. The Tariff and Yangtze Regulations are also given, with sundry notifications concerning trade and Customs House business.

It will thus be seen that two compilations embodying the 1860 Treaties in full or in part have appeared, both of which will be found as useful for reference on commercial matters as the new volume, while for general reference they will be found about as good as the collection under review, because the later Treaties given therein have been curtailed to such a degree as to render them next to useless.

Turning to the Tariff, we find many modifications and changes have been omitted which ought to have been noticed. In the Export Tariff it would have been well to note against seaweed that the duty on the Russian product was reduced in 1867 from one mace five candareens to one mace. A note having reference to tea dust is given, but the rate of duty in the more important article brick tea, is entirely omitted. That it pays six mace per picul under the Tariff appended to the Russian Regulations of 1863, should have been stated, otherwise the reader is left to infer that it comes under unenumerated goods.

The special rule referring to Japanese teas is likewise omitted, all of which useful information could have been found in the two older compilations referred to above. The reduction in the rate of duty on Formosan coal, which took place in 1875, and this year in the case of Hupoh coal, is passed over unnoticed. There are several other changes which ought to have been noticed

in a work purporting to give the Regulations for the conduct of Foreign Trade in China. At page 65 an amendment to Art. XII. of the French Treaty is given, where the four months' Tonnage Dues Exemption Certificate accorded to Coasters is extended to vessels voyaging to Coochin-China and Japan. The same privilege was granted by the Chinese Government, in 1869, to vessels trading to the Philippines and to the Amoor River, but this important concession is passed over unnoticed.

We have also sought in vain for the separate article to the U. S. Treaty in which stipulation is made for the payment of indemnity to the U. S. Government, and which is of interest at this moment, seeing that the Chinese in San Francisco are claiming damages for injuries sustained under somewhat analogous circumstances. If such a compact exists, and we are pretty sure it does, it ought to have found a place in the present volume.

If any Treaties concluded with China can claim to be historically interesting, they are, without doubt, those entered into between Russia and China during the past and previous century; but, instead of inserting them in the volume just issued, the editor has deemed it sufficient to inform us where those relics can be found. This is most provoking. The persons most likely to have recourse to them know full well where to find them, but the difficulty is to procure the works mentioned in China. The omission of these valuable documents, in our opinion, deprives the work of all interest, and of much of its usefulness as a work of reference. The modern Treaties with the leading Commercial Powers are to be found in every merchant's office; it is only the old and obsolete ones that are of real value or interest, and we are surely disappointed at not finding them in the new collection.

Strangely enough, the editor tells us, in his preface, of the number of Treaties that have remained virtually inaccessible, because never collected, yet, while leading us to suppose he is going to make good this deficiency, he actually perpetrates it, when it was apparently in his power to remove it. Thus, instead of a complete collection of Treaties between China and Foreign Powers, we have only a compilation of extracts from the very instruments most difficult to obtain. The Regulations appended are far from complete, though the most important ones are given. Apparently the compilers have thought fit merely to give the public those emanating under notification from the British Legation; but had they enquired of the other Legations, or of the Inspector-General of Customs they would have become aware that sundry other rules affecting Foreign Trade, if not British, had been issued, which rules, had they been incorporated in the work, would have enhanced its value.

It would have helped the readers had a note been added to page 203, to the effect that Chinese as well as British subjects may certify their foreign imports inland under the Transit rules, as stipulated in Art. X. of the Nanking Treaty, and reiterated in the Chinese agreement. The recently published Regulation for the conduct of trade at the place of call on the Yangtze would have formed a fitting appendix to the work.

The only new feature in the compilation appears to be the Land-Trade Regulations between Russia and China, which is given for the first time dressed in an English garb. The little volume presents a very neat appearance and does great credit to the enterprising publishers and printers. If a second edition appears, we hope it will be in the form of an uncondensed version of the Treaties, in order to supply a want which undoubtedly exists, but which the present volume does not half satisfy.—*Communicated.*

### SELECTION AND ADJUSTMENT OF COMPASSES.

(Mitchell's Maritime Register.)

In three comparatively recent cases relating to the loss of ships, evidence was adduced to show that the compasses must have been in error; but when a vessel is wrecked it usually happens that the navigation instruments are not forthcoming for examination. If they could be inspected some facts of practical value might be obtained. Compasses are sold which are altogether unreliable for iron ships' hulls. Captain Evans, R.N., in his work on "Deviation of the Compass," remarks that to attain perfect action the needle should have great directive power with little friction on the point of suspension; and he recommends the combining of two or more flat and thin magnets together, experience having proved that two compound needles attached to a compass card, and placed at equal distances from the central line, have many advantages over a single needle. He suggests that Shipmasters should be assured that the maker has attended to the several necessary adjustments; notably, that the magnetic axis of the needles coincides with, or is parallel to, the north and south points of the card, to secure permanency of the magnetic power. The point of suspension within the bowl must be accurately centred, and the marginal divisions of the compass should not be distorted by shrinking or other causes. The compass bowl, he states, should be constructed of pure copper, and the intersecting points of its gimbals should coincide with the point of suspension of the card. Pivots should be of hardened steel, duly tempered, and preserved from rust by gilding or some other process. The cap should be fitted with a ruby in preference to an agate. The ruby is adopted in the compasses of the Royal Navy; either fitted in the cap for a light card, or fixed in a rounded shape on the head of the pivot, to work in a speculum cap of heavy or hard weather card. It has been found that agates are unsuitable to withstand pivot action, and therefore, they have been discarded in the compasses of Her Majesty's ships. In the Merchant Service the employment of agates is quite common, and as ships are swung in smooth water the frictional wear is not so easily discovered as in the action of a vessel at sea. A writer in the *Nautical Magazine* for this month states that his standard compass had been untripped, and after leaving Sandy Hook the usual course took the ship south of the whole fleet leaving Port at the same time. It was a brilliant day, and a series of sunbeams showed that the westerly deviation had decreased three degrees. No cause could, at first, be assigned for the change, until a peculiar mark on one of the gimbals revealed the fact that they had been reversed. An unprincipled manufacturer, sometimes mix iron with the brass, he suggests that the bowl and rings should be marked at the part which is intended to be always forward or aft. The Liverpool Compass Committee, in their report, recommended that caps and pivots should be frequently examined at sea in consequence of "constant errors arising

from mechanical causes being often wrongly attributed to changes in the magnetism of the ship." With mixed metal and blunted pivots, a deviation cannot be of much use to a Navigator, for it is impossible for the compass to act correctly; and even where two pairs of needles are introduced, the arrangements, as demonstrated by Mr. W. H. Roser, in his treatise on Deviations, may be so badly devised as to render them unreliable, and he gives an instance where one form of coupled needle made the magnetic axis run from N. to E. to S. to W. Next to having a properly constructed compass, the place of fixing requires attention. The further aft, as a rule, the less reliable will a compass prove to be. In the Admiralty Manual it is ordered that compasses be placed as far as possible from transverse bulkheads, and, if possible, away from masses of iron underneath, such as boilers, engines, machinery, and partitions, or within 65 degrees of the vertical line drawn through the centre of the iron below.

The observance of these regulations, unfortunately, is not rigidly adhered to in Merchant vessels, hence so many disturbing causes arise and give endless trouble and anxiety to Masters of ships. The Captain of the *Zulu* explained to the Court at the late Inquiry that his ship carried four compasses, one of which was by the wheel, the second (a small boat compass) six feet from it, the third fifteen feet further forward, and the fourth on the bridge. It was not said how they were situated as regards the bulkheads, or the masses of iron below them. It is evident, however, that they could not have been of much service to the ship, for the Court came to the conclusion that the Master, before leaving Southampton, had handed to him a formal document professing to describe the error in every point of the compasses, and he, placing confidence in that card, steered the vessel on the coast of Portugal, where, had the table been correct, the steamer would have been off the land in 900 fathoms of water. The Court condemned the system of surveying ships in dock in close proximity to large masses of iron, and absolved the Master from all blame. The Compass Adjuster said that there was an iron steamship of 2,000 tons register lying within five feet of the *Zulu* when that vessel was swung, and, therefore, although the card gave the approximate deviations, it was not so perfect as it could be made if the swinging had taken place in an outer basin or in the river. Ships are swung in docks near poles of iron, or machinery on quays, and with iron ships ahead, astern, or on the broadside. In some instances iron is stowed in the holds immediately under the compasses, and in such quantities as to influence the needle. It is alleged that where there are two or more compasses, and they are all wrong, the mean of the whole will give a tolerably correct average result. These averages, we should be inclined to think, would increase the confusion. A steamship will soon run twenty or thirty miles out of her course if the compasses are dependent upon. When it is considered that there are so many elementary causes in operation to produce errors in Navigation, more than ordinary care should be exercised in the selection and adjustment of compasses.

### THE VONS.

(Truth.)

How long the Von delusion will hold its own is a curious question. In Germany there is a caste born to rule, and a caste born to obey. The distinction between the two castes is not only political, but social. The son of every nobleman is himself a noble. The German aristocracy, therefore, numbers many thousands, most of them paupers, who, as officers or bureaucrats, support the State, in return for which the State supports them. These Vons claim a sort of pre-eminence, and, what is more singular, this claim is recognized by all classes. They alone have the *entré* to German Courts. They intermarry with each other, and associate with each other. Socially, the *tiers-état* does not exist. Occasionally a great merchant is created a Von, when he is proud and happy to think that he is the official equal of some beggarly illiterate Lieutenant. But even these Barons of Finance are regarded as intruders into the sacred caste, and are hardly recognized by the Brahmins, as belonging to their order. Still, the dream of all merchants is to become Barons, and the more reasonable ambition of being, as merchants, the equals of the Vons, never enters their heads. Ennervation on the one side produces fanaticism on the other. Amongst the artisan class, socialism is the political creed, and the recent elections in the large towns have shown that it is by no means improbable that, before many years are over, the German legislative bodies may contain a majority of socialists. The Vons and the artisans are, therefore, face to face, and this is due to the body politic depending for its consistency upon the foolish and exploded theory of the supremacy of a hereditary caste. Unless the Germans are wise in time, and endeavour to build up a third estate, instead of crushing it out, there will be a social and democratic revolution in Germany, which will sweep the Vons out of existence. As yet, the army is obedient to the word of command, but it is recruited from all classes of the population by conscription, and consequently must contain a considerable socialist and democratic element. One of these days, therefore, the soldiers will refuse to side with the Vons. The bitterest enemies of the Prussian Government are the Catholics, who have been dissatisfied by the somewhat crude and hasty legislation of Prince Bismarck in regard to religious matters. They do not make common cause with the democracy; but should the democracy assert itself, they will hold aloof, and leave the Vons to fight out their own battles with it. There is, undoubtedly, a universal desire on the part of all Germans to become a great and important nation. This feeling is stronger with the democrats than with the upper classes. Until this and was attained, the former, therefore, acted cordially with Prince Bismarck, and aided him in suppressing the *Sereus* Eightnesses, who were independent rulers over a few square miles. Now, however, the alliance is over. The democrats have their objects, and the Vons have their objects. The former are not prepared to be heaved of wood and drawers of water to the latter. They will not long consent to form part of a huge military and bureaucratic machine, that ignores their existence, except as food for powder, and they are determined that soldiers shall be the servants of the nation, and not its masters. So long as the Emperor William lives, no internal changes are likely to take place. He has done his work, and to take well, and he will be allowed to sink into his grave, under the illusion that he himself is a species of divinity; and that the Vons

are a Heaven-appointed institution. But unless his successor recognises that he is the constitutional ruler of a nation, and not the autocratic chief of a caste, he will find that, so far as he and his Brahmins are concerned, the Germans will spare the French the obligation to revenge the defeats that led to the constitution of the German Empire. The bugbear of a French invasion will be used as long as possible by the ruling classes, in order to resist all internal reform; but this bugbear will, sooner or later, lose its efficacy, and it will eventually be found that the mass of the Germans will decline to be mere pawns, moved about on the chess-board by men whose only merit is that they understand the profession of arms, in order that Alsace and Lorraine may continue to form part of the German Empire.

### Quotations.

HONGKONG, November 8, 1877.

OPUM.—New Pains, cash, \$725  
" credit, —  
" Old Pains, cash, None  
" credit, —  
" New Benares, cash, 655  
" credit, —  
" Old Benares, cash, None  
" credit, —  
" New Malwa, cash, —  
" credit, 790  
" Allowance Tels, None  
" Old Malwa, cash, —  
" credit, 790  
" Allowance Tels, None

QUICKSILVER, ... 70

### Exchange.

Bank on demand, ... 8/10  
" 30 days' sight, ... 8/11  
" 6 months' sight, ... 8/11 1/2  
Credit, ... 8/11 1/2  
Documentary, 6 months' sight, ... 8/11 1/2  
Bombay, demand Rupees, ... 220  
Calcutta, ... 220  
Shanghai, demand, ... 72 1/2  
" 30 days, ... 73 1/2  
Bar Silver, 17, dwt. B., ... 10 1/2  
Sycee, ... 9 1/2  
Mexican, ... 5 p. c. pm.  
Gold Leaf, ... 20 1/2  
English Sovereigns, ... 5 1/2  
Australian Sovereigns, ... 5 1/2  
Discount, ... 8 a 10

### Shares.

Hongkong Bank, 54 % prem.  
Union Ins. Society of Canton, \$1,100  
China Traders' Ins. Co., \$2,500  
Chinese Insurance Co., 1850  
Yangtze Ins. Assn., \$1,640  
North China Ins. Co., \$1,660  
H.K. Fire Ins. Co., 1865  
China Fire Ins. Co., 1875  
H.K. & W. Dock Co., 15 % dis.  
H.K. O. & M. B. Boat Co., 20 % dis.  
Shanghai Steam Navigation, Tk. 26  
Hongkong Gas Co., \$75  
Hutchinson Hotel Co., \$60  
Onslow Imperial Loan, \$103

### Temperature.

(Taken at Messrs. Falsener & Co.'s Premises Queen's Road.)

HONGKONG, November 8, 1877.

BAROMETER—9 A.M. ... 30.270  
Do. 1 P.M. ... 30.212  
Do. 4 P.M. ... 30.182  
THERMOMETER—9 A.M. ... 74  
Do. 1 P.M. ... 76  
Do. 4 P.M. ... 76  
Do. (Wet bulb) 9 A.M. 71 1/2  
Do. Do. 1 P.M. 74  
Do. Do. 4 P.M. 74  
Do. Maximum ... 77  
Do. Minimum over night 71

### Shipping Intelligence.

The followings corrected from the latest London and Colonial Papers:—

#### VESSELS TO ARRIVE.

When left.	Name.	From.	Remarks.
May	10, David,	Antwerp	
11, Naworth,	Antwerp		
12, Chandos,	Cardiff		
18, Alstere,	Melbourne		
26, Martha Jackson,	Penarth		
26, Alexandra,	Liverpool		
30, O. B. Bishop,	Falmouth		
June	7, Ferdinand Brumm,	Portsmouth	
18, Henry Lippert,	New York		
19, City of Halifax,	Cardiff		
23, Cuba,	Penarth		
July	2, Northampton,	Baltimore	
10, Niagara,	Cuxhaven		
18, Jessie Jamieson,	Liverpool		
14, Gairry,	Cardiff		
18, Carl Ritter,	Cardiff		
26, Globe,	Cardiff		
30, Ferdinand,	Cardiff		
31, R. O. Rickmers,	Newport		
Aug.	10, Papa,	Cardiff	
11, North Star,	Cardiff		
11, E. P. Bourville,	Penarth		
14, Ragulus,	Cardiff		
14, Moss Glen,	Penarth		
14, Patrie,	Cardiff		
17, John Potts,	New York		
19, Felix Mendelssohn,	London		
23, Hotspur,	Antwerp		
27, Charger,	Liverpool		



## Mails.

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CHINA will be despatched for San Francisco, via Yokohama, on FRIDAY, the 23rd instant, 1877, at 12 o'clock Noon, taking Passengers, and Freight, for Japan, the United States, and Europe.

Through-Passenger-Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., 22nd instant. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 8, Praya Central.

RUSSELL & Co., Agents.

Hongkong, November 6, 1877. no23

## Intimations.

## COSMOPOLITAN DOCKS.

THE Undersigned, until further notice, offer to REMATERIAL VESSELS, Furnishing all MATERIAL and Labor, except METAL and NAILS, for TWENTY-FIVE CENTS per Sheet.

IRON STEAMERS and SAILING VESSELS requiring Three Coats Paint or Tallow, Thirty Cents per Ton Register.

W. B. SPRAIT & Co., Proprietors.

Hongkong, October 10, 1877. no10

## DENTAL NOTICE.

D. R. STOUT has RETURNED, and will be ready to receive Patients on MONDAY, the 24th instant, until further notice, at his Rooms, Ground Floor, HOTEL DE L'EUROPE. Office hours, 8 to 12 Noon and 2 to 4 p.m. Hongkong, September 22, 1877.

## DENTAL NOTICE.

D. R. ROGERS begs to inform his Patrons and the Public that he intends to visit AMOY and FOOSHOW in September and October, leaving HONGKONG about the 15th of September. Hongkong, August 6, 1877.

## THE HONGKONG HOTEL.

TENDERS are invited for a LEASE of the HONGKONG HOTEL, the present Five-yearly Lease expiring on the 31st August, 1878. SEALED TENDERS to be sent in on or before the 31st March, 1878, to the Secretary of the HONGKONG HOTEL COMPANY, LIMITED, who will supply any information required.

By Order of the Directors, LOUIS HAUSCHILD, Secretary.

Hongkong, September 15, 1877. apl

PIANOS and any other Musical Instruments TUNED, REPAIRED, and RE-CONSTRUCTED.

PIANOS ON HIRE, by the Month or Occasionally.

PIANOS FOR SALE, New and Second-Hand, all in perfectly Good Order, Guaranteed.

Special Attention is invited to a new Grand Cottage PIANO, by LUDWIG and RÜHMANN, Zell—Just Received from Germany, and specially constructed for this climate to the order of the Undersigned.

Orders from any of the Outposts in the East, will meet with prompt attention if addressed: Care of Messrs LANE, CRAWFORD & Co., or Messrs GAUFF & Co. A. HAHN.

Hongkong, September 7, 1877.

## W. BALL, CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG, Near the Canton Steamer's Wharf, Hongkong, July 13, 1876.

AH YON, SHIPS' COMPARATORS AND STEVEDORE.

No. 87, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS, OILMAN'S STORES.

Of the best quality and at the shortest notice. Hongkong, May 1, 1876.

## Intimations.

## NOTICE.

A. MILLAR & Co., PLUMBERS AND GAS FITTERS, Queen's Road East, HONGKONG.

September 15, 1877.

## AFONG, PHOTOGRAPHER.

by appointment, to H. E. SIR ARTHUR KENNEDY, GOVERNOR OF HONGKONG.

and to H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

Wyndham Street, formerly ASTOR'S CLUB.

HAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Ex. S. S. Type, Revolving Standard Albums, Armorial Monograms and Postage Stamp Albums, Russia Leather, Velvet and carved-wood Albums, Cases and Frames, also Albums for Cabinet Portraits only. Portraits of the Generals of the present Russo-Turkish War, Eminent British Statesmen, the two Chinese Ambassadors, in Cabinet and Carte de Visite sizes. Coloured Portraits of English Ladies.

Hongkong, August 24, 1877.

KWONG HING CHEUNG & Co., COAL MERCHANTS.

Have always on hand for Sale every description of COAL at Moderate Prices.

Mr. AH YON has been appointed Manager, and all Orders addressed to him at 87, Praya, or to Mr. FAR JACOB, at 30, King Lung Street, will receive immediate attention.

Hongkong, March 19, 1877. mo19

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY, IN LIQUIDATION.

A SECOND RETURN OF CAPITAL at the Rate of FIVE FARLS per SHARE will be made to Shareholders of record on the 1st October, Payable at the Office of the Liquidators, on the 8th Inst.

Warrants will be delivered by the Undersigned to Shareholders or their lawful representatives on presentation of Share Certificates for Endorsement.

The Transfer BOOKS of the Company will be CLOSED from the 2nd to the 8th instant, inclusive.

By Order, RUSSELL & Co., Liquidators.

Shanghai, October 2, 1877.

## MANILA.

THE Undersigned has This Day OPENED at this Port a BUSINESS, consisting of HOTEL, SHIP-CHANDLERY, and GENERAL STOREKEEPER, situated on the MOLE, facing the Bay.

Fresh Provisions and Water supplied on the shortest notice.

EDWARD VERRILL, Manila, September 12th, 1877.

HOTEL DE L'EUROPE, MANILA.

On the MOLE, near the Harbour-Master's Office, and within Ten Minutes' walk of the Merchants' Office.

TABLE D'HOTE, BATHS, BILLIARDS, &c. EDWARD VERRILL, Proprietor.

no19

## INSURANCES.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRE, Hongkong, November 1, 1877.

LANCASHIRE INSURANCE COMPANY, (FIRE AND LIFE.)

CAPITAL—Two Millions STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings on or Goods stored therein, on Coal in Matchboxes, on Goods on Board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Insurance will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARBURG & Co. Agents Hongkong & Canton.

Hongkong, January 4, 1867.

QUREN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against FIRE on the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co., Agents.

Hongkong, January 2, 1875.

## INSURANCES.

## YANGTZE INSURANCE ASSO.

CAPITAL—Fully Paid-up—\$420,000. RESERVE FUND—\$230,000. SHANGHAI BRANCH—\$75,000.

Total Capital and Reserve—\$725,000.

Agents: F. H. ROBERTS, Esq., Chairman. M. W. ROY, Esq., Secy. M. N. EVANS, Esq., Secy.

Members: R. B. ROBERTS & Co., Shanghai. Messrs. LINDSAY & Co., Hongkong.

HONGKONG, LONDON, SAN FRANCISCO, and the Principal Ports in the East.

POLICIES granted on Marine Risks to all parts of the World, at current rates.

Subject to a charge of 12% for interest on Shareholders' Capital. All the Profits of the Undersigned Business will be annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co., Agents.

Hongkong, October 1, 1877.

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World, in accordance with the Company's Articles of Association. Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being reserved for Reserve Fund.

OLYMPIAN & Co., General Agents.

Hongkong, April 17, 1875.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurance at current rates.

MILROBERTS & Co., Agents, Royal Insurance Company.

Hongkong, October 27, 1877.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Act of Parliament.

ESTABLISHED 1808.

CAPITAL \$4,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurance as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & Co. Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Amoy, and are prepared to grant Insurance at current rates.

HOLLIDAY, WISE & Co. Hongkong, October 14, 1865.

SHEONG ON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors: KWOK ACHONG, Merchant. PANG YIM, Merchant. HO SAM, of Hing Yik Chan, Merchant. LOO YEE, of the Yee On Hong, Merchant. LEE FING, of Lai Hing Firm, Merchant. CHEUNG SHAN YONG, Merchant. CHOW CHAN, Merchant.

Manager—HO AMEL.

POLICIES against FIRE granted on Buildings and on Goods stored therein, at CURRENT RATES, subject to a Discount of 20% on the Premium.

OFFICE, 48, Bonham Street, Hongkong, August 29, 1877.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported today.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore, are marked A., near the Kowloon shore Z., and those in the body of the Harbour or midway between each shore are marked C., in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the East Point. 8. From East Point to the East Point.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Naval Yard. 3. From Naval Yard to the Harbour Master's Office. 4. From Harbour Master's Office to the East Point. 5. From East Point to the Naval Yard. 6. From Naval Yard to the East Point. 7. From East Point to the